

Amendments to the Specification

Please replace the last full paragraph on page 9, starting at line 13, with the following paragraph:

In this respect, it is difficult to exactly obtain the turning force  $F_T$ , and it is actually necessary to take a load shift during turning, a slip angle, or a structure of a suspension into consideration. Accordingly, in another embodiment of the present invention, it is possible to replace the turning force  $F_T$  by lateral directional acceleration  $A_L$  or to perform linear replacement. In this case, where

$$\begin{aligned} & | \text{driving force } F_D(N) + \text{coefficient } a \times \\ & \text{lateral directional acceleration } A_L(m/sec^2) | \geq \\ & \text{threshold } F_0 \end{aligned} \quad (6)$$

is satisfied (that is, in a condition of the hatched region  $D_2$  in Fig. 4 2), no judgment of decrease in tire air-pressure is performed. Here, the driving force  $F_D$  and the lateral directional acceleration  $A_L$  can be obtained similar to the above-mentioned embodiment.